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SUPPLEMENT TO  
REPORT NO.

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### RAILROADS STILL BELOW FRENCH LEVEL

In 1948, USSR railroads did not attain their prewar level for freight-car turnover and other qualitative indexes. However, locomotives saved more than 2 million tons of coal in 1948, and at present, 23 railroads are completely operating, and 17 roads partially operating, according to the norms of the summer schedule.

The year 1948 saw new technological improvements in the railroad industry. Locomotive stocks have been strengthened by the new Series L freight locomotive. The new standard P-43 rail has much greater resistance to break. Reinforcement of P-50 rails has begun on trunk lines on which traffic is heavy. Radio communication between shunting locomotives and shunting dispatchers has received wide use. It allows more efficient operation of shunting locomotives, speeds the formation of trains, and increases the turnover of freight cars.

More than 130 railroad stations in the USSR have been equipped with radio sets for intrastation communication between dispatchers and locomotives. The number of stations so equipped is expected to reach 300 by the end of 1949. The Zhr-1 radio sets are made in the Plant ineni Kazitskiy.

The Administration of the Donetsk Okrug reports that intrastation radio communication has cut the total time of breaking and switching operations by 10 percent. Operating efficiency of shunting locomotives in the Kulomino Station has been increased 35 percent by the introduction of such communication. In Orenburg (Chkalov) freight car delay has been cut by one hour and 48 minutes, and the process of making up trains has been speeded up by 6 minutes. Three shunting locomotives in the Gor'kiy Marshalling Yard have been equipped with the sets. Intrastation radio communication is mentioned as being used in the Losinoostrovskaya (Babushkin) Station.

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## DISTRIBUTION

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On a locomotive, the radio set is mounted on the platform in front. The antenna rod is mounted on the smokestack. The set is not affected by jolting, high temperatures, moisture, or gases.

**AZERBAIDZHAN WORKERS BEAT PLAN -- Bakinskiy Rabochiy, No 16, 25 Jan 49**

Workers of the Alyat division of the Azerbaydshan Railroad System have completed the January transport plan ahead of schedule.

**SVERDLOVSK RAILROAD SAVES FUEL -- Gudok, No 56, 11 May 49**

During the first 4 months of 1949, fuel savings by engineers of the Sverdlovsk / Kaganovich / Railroad System amounted to 37,228 tons of coal, or considerably more than was saved during all of 1948.

**LENINGRAD LINE GETS RED BANNER -- Leningradskaya Pravda, No 101, 30 Apr 49**

The Leningrad Railroad System has been awarded the Transferable Red Banner of the Soviet of Ministers USSR for its performance during the first quarter 1949.

**MOSCOW-KURSK RAILROAD EXCEEDS QUARTER PLAN -- Vechernyaya Moskva, No 103, 7 May 49**

The Moscow-Kursk Railroad System was awarded the Transferable Red Banner of the VTsSPS and the Ministry of Transportation USSR for its outstanding work in the first-quarter All-Union competition among railroad enterprises. The system exceeded the first-quarter loading plan, decreased idleness of railroad cars, completed medium repairs on 10 locomotives above plan, and released 2,500,000 rubles of working capital. Locomotive engineers of the Lyublino Depot hauled nearly 300 heavily-loaded trains during the first quarter alone, and engineers of the Gor'kiy Depot in Moscow hauled 308.

**BELORUSSIAN RAILROAD HONORED -- Sovetskaya Belorussiya, No 91, 8 May 49**

The Belorussian Railroad System won first place in the USSR railroad competition for the first quarter 1949 and was awarded the Transferable Red Banner of the All-Union Central Council of Trade Unions and the Ministry of Transportation USSR, and a first prize.

Transferable Red Banners and first prizes were also conferred upon the Minsk station building, the Mogilev and Minsk locomotive depots, and the Orsha stretch of the railroad.

Third prizes were conferred upon the Orsha-Vostochnaya station, the railroad car depot of Stolbtay station, the Orsha signal and communications sector, the Vitebsk stretch of the railroad, and the Zhlobin freight office.

**SOUTHERN RAILROAD SAVES FUEL -- Gudok, No 56, 11 May 49**

During the first 4 months of 1949, engineers of the Southern Railroad System handled more than 7,000 heavily-laden trains and in addition handled about 2 million tons of freight. Fuel savings amounted to 72,000 tons.

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Since 1 May, the system has handled about 200 heavy trains in which more than 50,000 tons of freight above the norm have been hauled.

**SOUTH DONETS SYSTEM BEATS NORM -- Gudok, No 52, 1 May 49**

The South Donets Railroad System has handled 1,750 heavy freight trains so far this year and has hauled 424,000 tons of coal, metal, coke, fluxes, and refractory materials above the norm.

The Krasnoarmeysk Depot as of 20 April had handled 580 trains and had hauled 120,000 tons of freight above the norm.

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